

PAGE LECTURES ON GOOD ROAD MAKING

The United States Still in the Middle Ages in Highway Matter.

MUST BE FREE FROM POLITICS

Events Have Been Impossible When Questions Enter Which Are Absurd Foreign to Consideration.

Such new light was last night thrown upon Utah's road-building problem by L. W. Page of Washington, D. C. Mr. Page declared that the road building system in vogue in the United States belongs to the middle ages. The development of the railroad has been followed by neglect of the roads. Politics has entered into what little road building has been undertaken with the result that results have been impossible.

Mr. Page liked the enthusiasm of the present good roads convention. "The people here," he said, "are evidently alive to the needs of good roads and should have them. Then he con-

tinued to declare that there was no

use in spending a lot of money for

good roads without also providing ways

to maintain them."

"I maintain," he said in his illustration or dissertation lecture in Army hall, which comprised the third session of the good roads convention, "that the statistics of the United States generally are worse than the roads of any other civilized country on earth and for the reason that our system of building and maintaining good roads is entirely insufficient." I can prove this by the statistics gathered myself from every country in the United States in 1904, and I get the information for the statistics then compiled I had to write more than 100,000 letters. Those statistics when compiled showed that outside of cities we had in the United States of good, bad and indifferent roads (mostly bad or indifferent) 2,155,770 miles. Of those roads some 70 per cent of the construction of 30,000 miles and 100 miles were good, and the roads at that time a trifle over 7 per cent of the roads were improved in this country, and the improved roads were all in the vicinity of large cities in a few of the most advanced states in road building.

France has the most superb system of road work that I know anything about. Records show that in 1891 the system of improved roads in France was so complete that no new roads was any part of the country were deemed desirable. No new lines were left to be built except in case of military necessity. And the complete cost of all this road work in France was \$61,575,000.

"Germany has a splendid system of roads and in Switzerland, where the mountains are country demands expert engineers who there is a complete network of beautiful, hard, smooth highways to every nook and corner of the country. The roads of England are uniformly good. In that country there are 150,000 miles of road and there is spent on the maintenance of those roads the sum of about \$90,000,000 annually.

WASTEFUL ADMINISTRATION.

"I will show you by figures that the road administration of the United States is wasteful-extravagant. Because we have no system of maintaining our roads, after they are built, we waste \$300,000,000 in 10 years for road maintenance. Under the French administration the roads they have built have been maintained all the time and the total cost of the roads they now have has been not quite \$613,000. The ordinary macadam road, under average travel and use, should last 10 years.

"The system of road administration in this country is woefully inefficient. Some states have awakened and have passed good road legislation. Here, later, in Pennsylvania there are 2,600 counties and townships. I don't know the name of the whole country, but it is safe to say that there are 100,000 towns in the United States under the present system of road administration. It is safe to say there are not many persons at work on the roads in this country (daughters), could you expect an army composed almost entirely of officers to be successful in battle? Suppose the Union Pacific railway should allow the commissioners of each county through which road passes to elect section bosses, who in turn to choose his own kind of ballast decide on his own grades, roads in his own traffic arrangements etc.-how would the road operators, the system of road administration in vogue for the rural areas throughout this country to do? He said that the men who are appointed to build and repair our roads are not required to have any measure of skill or experience. The railroads do not employ men who need the money, or because they are men who have the Democratic party or the Republican party or are not in force in other departments of the government. School teachers are given positions in public schools because they have passed examinations and have received diplomas and have proved that they know how to teach, but for building our roads \$600,000 has been distributed in this country among those men who have been selected with regard to their experience or knowledge of road construction.

"Regarding the matter of working our roads by road workers Mr. Page expressed himself strongly against it. He said, "such workers do their tasks willingly than to the work poorly, because they don't know how to do it properly. There is no attention at all in such work. They couldn't be

"BETTER IN KOREA.

"Budget spends in maintaining its roads an average of about \$600 per mile. In this country we spend about \$10,000. said Mr. Page, and no one seems to me in a discussion of costs, has some constant variation of the numbers, and he wants to think some mightiness was at work."

"One day I was told of a case very similar to mine, and that the woman could find no relief until she stopped using coffee. I did not like the idea of giving up coffee, for I was very fond of it."

"Having read frequently of Postum, I determined to try it. It certainly made a great change in me. Thus spoke left in me entirely."

"My good friend, a friend was afraid that I was in fact the similarity of our afflictions drew us together in the first place. When he saw the great change Postum had made to me, he tried it and was benefited as I was."

"The beneficial effects of Postum on us two induced a neighbor to follow our example and so we are three of a kind who can't say enough in praise of Postum."

Name given by Postum Co., Battle Creek, Mich. Read "The Road to Wealth," in page 17. There's a book."

"It is absolutely no object to be raised in spending money to build roads unless we have some organization to see that the roads are properly maintained." - H. C. - "Some states have great advances in road laws and greater advances in road laws in state aid and state aid has been used, but in state aid and state aid has been used, the commissioners have been provided with means for maintaining the roads. All we are building roads for maintaining the roads. Get that, who are just getting in this for good parts, want to remember several important things. Remember that road

Work Recommended on Monster Gov't. Tunnel

It Will Run for 19,000 Feet Through Eastern Rim of Great Basin in Utah, and From Now On Three Shifts a Day Will Work to Force it Along. Electric Power From Spanish Fork Plant Has Been Procured.



GOVERNMENT CAMP ON RIM OF GREAT BASIN.

The Strawberry Tunnel's Mouth is Just Below This Camp. The 19,000 Foot Tunnel is Being Run Through the Mountain in the Background, Into the Headwaters of Strawberry Valley.

With three shifts a day, compressed air drills, and the best possible means of handling the refuse blown out at the end of the hole, progress work on the government's big Utah irrigation project is recommended.

It is over a year since a single blast was blown in the Strawberry tunnel and last Saturday the first electric power went over the new transmission lines from Spanish Fork canyon to the government camp on this side of the Strawberry divide. This week the force of government employees returned to the winter camp in the canyon from duty on the power plant, and two shifts of men have been put to work while the compressor drills have been arranged for speedier action.

The tunnel is at present being driven into sandstone, but limestone is expected later on. After it is completed through the mountain to the base on the Strawberry side, a long intake will have to be built, and after that a dam will be made in the creek at present carrying water out of the valley into the Colorado river.

All the rubble brought out of the tunnel in the process of working it is piled at the mouth in such a way that it can later be run through a concrete mixer and be turned into the tunnel as a permanent surfacing. As completed the tunnel will be of cement on the bottom and both sides, with an arched roof of stones.

The present state of progress is that the whole project is considered to be 20 per cent completed. The sum of \$260,000 a year has been spent so far and it is thought that this sum will be doubled for the coming summer in order to commence operation on the Straw-

berry valley work.

dog, and the chisels will be pecking away at the end of the tunnel for at least two years yet to come. The tunnel runs on a slight up grade and all the water that was contained runs out rapidly. It is for this reason that work commenced on the west end, and a down grade tunnel would be dangerous on account of the chance to tag an underground lake or spring.

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without being hampered by politics in any way."

YESTERDAY AFTERNOON.

At yesterday afternoon's session of the convention, a paper by Richard R. Lyman on road making was the principal feature. Dr. John A. Widtsoe, scheduled to speak, was not present. A lively discussion on the cost of various kinds of roads consumed the afternoon.

RECEPTION TONIGHT FOR THE ADULT BLIND

Prime Movers in Present Undertaking Hope to Secure State Help in Aiding the Unfortunate.

This evening, at Eagle's hall, a reception will be held under the auspices of the Western Association of the Adult Blind.

The meeting will not be devoted entirely to social matters, but business in the interest of the blind will be transacted.

The gathering will be presided over by Samuel W. Jenkinson, who is serving as chaplain of the house of the Utah legislature. It is expected that those who have lost their sight, the people of the United States and the usual account of poor roads would pay for some road road improvements for this country each year."

Mr. Jenkinson gave some interesting statistics regarding the cost of hauling loads over roads showing the amounts to be gained, in comparison with the amounts expended in building good roads and touched upon the increase in property value incident to road improvements. He showed how improvements in the long run meant great savings.

"Improved roads," he said, "will pay for themselves in a very short time with the savings made on the cost of hauling." He concluded his remarks by saying:

KEEP OUT OF POLITICS.

"Be careful in training your road. Keep the master out of politics. Engineers cannot be engineers and politicians too, and you must have engineers to build your roads. Pass a law that will give the engineers a chance to do their work and do it right

and not interfere with them."

Three of a Kind.

Dropped Coffee, Picked Up Postum, And Health.

The harmful action of caffeine—the drug in coffee and tea—is the same in all cases, it is only a matter of degree.

One person may suffer more in the way of heart palpitation, sour stomach, nervousness, or insomnia, than another, but the poison is there all the time, if one continues to drink coffee tea.

A French lady and two friends learned the truth about coffee in the same way. The lady writes:

"About four years ago I had an attack of nervous prostration and a great deal of trouble with my heart. Sometimes feared I was dying, and my doctor seemed unable to find out the cause of my trouble.

"I would frequently wake at night with these attacks and the doctor said there was some constitutional derangement of the nerves and he advised to drink some milk tea.

"One day I was told of a case very similar to mine, and that the woman could find no relief until she stopped using coffee. I did not like the idea of giving up coffee, for I was very fond of it."

Raleigh on the Gridle.

Muddy Streets Freely Criticized by Council Committee.

The matter of street improvement and street work in general, was discussed freely and at length at the meeting of the streets committee last night, and the condition of north State street, since the storms, came in for considerable criticism. This street, which it was graded was not topped with gravel, but merely with the soil in which it is graded, and really the street is impossible to travel on.

Street Supervisor J. E. Raleigh, according to his annual report submitted to the mayor, said the amount of dirt on the streets was less than his appropriation of \$20,000 and the streets committee will recommend to the council at the next regular meeting that he have attached a small assist in the growing duties of the office, one of the features of the proposed work of this office, is the enforcement of the ordinance requiring the department to abolish the practice of mixing lime on the asphalt paving of streets by contractors, and other substances along the line of asphalt and cemented streets and pavements.

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Many ill come from impure blood. Can't have pure blood with faulty digestion, bad liver and sluggish bowels. Burdock Blood Bitter strengthens stomach, bowels and liver, and purifies the blood.

Now read from time to time? A new one appears from time to time? They are genuine, true, and full of human interest.

BARLOW AFTER VAGS WHO LIKE TO REST

Will Recruit Chain Gang Until No Weary Ones Remain in The Jail.

Chief of Police S. M. Barlow proposes to see that men serving sentences in the city jail are punished as provided by law, and that the jail shall no longer be a resting place for the weary and those too lazy to work.

This morning when the chain gang went out there were two wagon loads, an even two dozen. They were taken up City Creek canyon to repair and beautify the road and hereafter vagrants, drunks, and thieves will have plenty of exercise with the business ends of picks and shovels. Of the 24 members of the gang 12 of them are 90-day men. In this connection there is considerable feeling on the part of some of the officers and they freely declare they should be a change in the practice of having vagrants serve their sentence given in jail.

A policeman finds some poor wretch who has no money and is out of employment, aileen in a saloon. The man is arrested and hauled to jail on the charge of vagrancy. The arresting policeman informs the prisoner that he will get 90 days unless he agrees to leave town. The prisoner agrees. He is arraigned, pleads guilty and time for sentence is fixed for the next day, and in the meantime the man is released on his parole.

On the next day sentence of 90 days imprisonment is imposed. The erstwhile prisoner is seen on the street the next day, hauled to the police station and thrown in jail to serve 90 days on the rock pile. In many cases the victim is simply unfortunate. Has no employment, no money and no place to sleep, but he gets 90 days while a sneak thief who steals a suit case, a suit of clothes or an overcoat, usually gets off with a fine of from \$25 to \$50, or the number of days in default of payment.

But of course there are some who will not work, would refuse to take a job if one were offered them. They prefer to loaf about the corridors of the jail, playing cards and chewing and smoking tobacco. It is the rock pile for them and every man who is able to work will be sent out with the gang each morning.

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